

FROM ALL QUARTERS

THE DROVER FLIES

SOME time ago we referred to the three-engined "Drover" monoplane designed by Mr. Martin Warner and built by the de Havilland Aircraft Pty., Ltd., of Australia. The machine, powered by three Gipsy Major engines and with seating accommodation for six to nine passengers, has now made its first flight, which appears to have been satisfactory. The pilot was Mr. Brian Walker. The "Drover" has, unusually enough, come out a little lighter than estimated, with consequent improvement in payload.

NEW FACTORY OPENED

THE new factory and canteen of Morrisons Engineering, Ltd., at Rochester Airport were officially opened by the Mayor of Rochester, Mr. A. C. Lyle, on January 20th. The managing director, Mr. C. P. McGiverny, addressed the 400 workers, most of whom have been recruited from Short Brothers. Mr. H. R. Chapman, Regional Controller of the Ministry of Supply, attended, and Mr. Strauss, the Minister of Supply, sent a telegram congratulating the firm on bringing the new factory into production so quickly. Morrisons Engineering, Ltd., repair Wellingtons and make parts for the Viking, in addition to manufacturing insulated refrigerator containers.

B.E.A. REORGANIZATION

JUST as we were about to go to press, the British European Airways Corporation announced a reorganization which will inevitably mean a further reduction in staff. It had originally been intended to amalgamate the English and Scottish divisions, but this plan has now been abandoned, and the Scottish division, with headquarters at Renfrew, will continue as a separate unit. Instead, the English and Continental divisions will be amalgamated. The former has been working from Speke, Liverpool, and the latter from Northolt. From April 1st, when it is expected that the amalgamation will become effective, both the English and the Continental divisions will operate from the headquarters at Keyline House.

Mr. J. V. Wood, managing director of B.E.A., in a message to the staff, explained that the amalgamation was made necessary by the need to reduce costs, and foreshadowed that it would mean a further reduction in staff of all grades. So far it is not known how many people will be affected.

D.H. EXPORT

THE de Havilland Enterprise, which manufactures civil and military aircraft, jet engines, piston engines, and airscrews, has more orders on its books to-day than ever before in its history. The major share is for export. Export deliveries made by the de Havilland companies since the war ended amount to £7½ million. Further export orders on the books to be fulfilled amount to £9½ million. These sums represent a valuable contribution to the export business in the British aircraft industry at the present time.

The two figures named do not include direct Government-to-Government exports; several million pounds' worth of Vampire, Mosquito, Dragon Rapide and Tiger Moth aircraft, engines and airscrews, have been disposed of overseas in this way, adding further to the country's exports. Neither do these figures include the sale of de Havilland engines and airscrews for embodiment into other than de Havilland aircraft in this country for subsequent export—running into a further £350,000 up to the end of 1947.

Except for the war period, de Havilland output is greater by far to-day than ever before. The home companies employ nearly 13,000 people, but many more are working on de Havilland products because the manufacturing load is being spread, as happened during the war, among a large number of sub-contractors, most of them being within the aircraft industry.

Currency problems and other obstacles standing in the way of world trade make business difficult at present, but the de Havilland companies are hoping that they will be able to surpass their pre-war achievement, when the export business reached a level as high as three-quarters of the total productive output of the de Havilland factories.

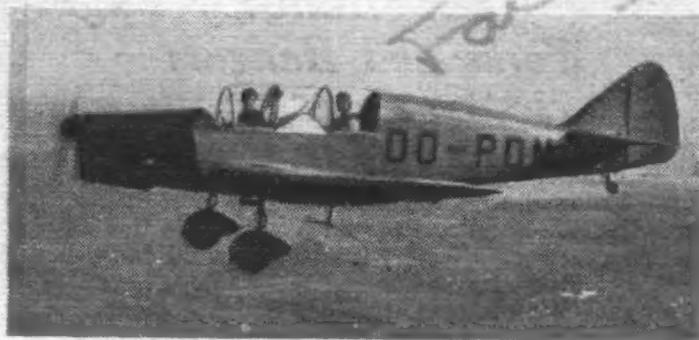
GAUGE AND TOOLMAKERS' EXHIBITION

AFTER a short delay due to an error in noting the appointment, the Right Honourable Oliver Lyttelton opened the Gauge and Tool Exhibition on Monday, January 26th at the New Hall, Vincent Square, London, S.W.1.

Described by the President of the Gauge and Toolmakers'

Association, Mr. F. W. Halliwell, as the last stronghold of craftsmanship in the modern world, the work of British exponents in this highly specialized field is exemplified by nearly one hundred exhibitors.

One of the more noteworthy aspects of this exhibition is that the finish of the items displayed, whilst making due allowance for the circumstances, is remarkably high and in great distinction to the unattractive "war-finish" which has so long obtained. The exhibition closes on Friday, February 6th.



PRE-WAR NEWCOMER: Designed and built in 1939 for an elementary trainer competition in Belgium, this Avions Fairey two-seater "went underground" for much of the war. It is known abroad by the name Topsy M, both Mr. E. O. Tips, managing director of Avions Fairey, and his son Maurice Tips, assistant works manager, having been associated with the design. The engine is a D.H. Gipsy Major 10, and the machine is at present in this country.

U.S. AIR POWER

THE report of President Truman's air policy commission, published by the White House on January 13th, concludes that it is necessary for the U.S. to have new strategy for defence upon air power. Up to the present the Navy alone has been considered sufficient to defend the sea approaches to the U.S., but in the future air approaches must also be defended. It is therefore recommended that the air force should be increased from the existing strength of 55 groups to 70, which would comprise 6,869 first line aircraft, with a National Guard of 27 groups and a reserve of 34. To keep this force up to date at all times the rate of aircraft replacement must be high and it is estimated that a reserve of 8,100 aircraft should be built up. Although the strength of the Navy Air Arm appeared sufficient, the supply of new aircraft would require additional funds. It is considered that 5,793 front-line aircraft would be necessary properly to equip the carriers now in operation, and a reserve of 5,100 machines would be required. The report points out that no American aircraft used in the recent war was designed after the U.S. had entered the war. Owing to the impossibility of building up an air force rapidly, work on a force which might become necessary in 1953 must begin at once.

In considering the aircraft industry the Commission has decided that the rate of providing aircraft for the defence programme, previously considered adequate assuming world peace to be assured and substantial disarmament to have taken place, would have to be doubled if future world conditions made it necessary. With the demand for civil aircraft this would provide a sound basis for the industry during the coming years.



- | | |
|--|-------------------------------------|
| "FLIGHT" HANDBOOK A Manual of Aeronautical Theory and Practice, 4th edition | 7s. 6d. |
| GAS TURBINES AND JET PROPULSION FOR AIRCRAFT by G. Geoffrey Smith, M.B.E., 4th edition, 3rd impression | (By post 7s. 10d.) |
| WALL DIAGRAMS: Rolls-Royce Derwent De Havilland Goblin II Metropolitan F/3 Gas Turbine | 12s. 6d. (By post 13s.) |
| TURBINES FOR AIRCRAFT (4-page colour leaflet re-printed from "Flight") | 4s. each. (By post 4s. 4d. each) |
| HANDBOOK OF INDUSTRIAL ELECTROPLATING E. A. Ollard, A.R.C.S., F.R.I.C. F.I.M., and E. B. Smith | 6d. (By post 7½d.) |
| | 15s. (By post 15s. 8d.) |

From all leading booksellers or from Illiffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.